THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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PLEASURE TRAVEL ON THE LAKES.

One of the most remarkable features of the present summer, cold and unpropitious as it has been, is the large increase in pure pleasure travel on the lakes. A proportionate increase is to be expected as the country grows in prosperity and wealth, but the amount of travel since navigation opened has been immensely above any natural ratio, It can be accounted for only on the supposition that much of the ocean travel, interrupted by cholera and the unhealthy condition of the old countries, has been turned in the direction of the lakes. Those, however who can take a trip to Lake Superior, the healthiest and most invigorating of all regions, with its two thousand miles or more of travel and recreation at a cost so far below that of going to Europe, and involving the consumption of only two or three week's time, will not be slow to forget the pleasure of such a trip, and it is probable that a tide of lake travel has set in which will continue to grow as the seasons come round. It has been difficult to secure accommodations on the Lake Superior Transit Co.'s elegant propellers except by applying some time in advance, and the Lake Superior line from Chicago to Duluth, has been greatly pressed for room to accommodate the demand for passage.

Ward's Detroit & LakeSuperior Line stops at intermediate ports, leaving the dock at the foot of Randolph street, Detroit, triweekly, and has always been prosperous and a favorite line with the traveling public

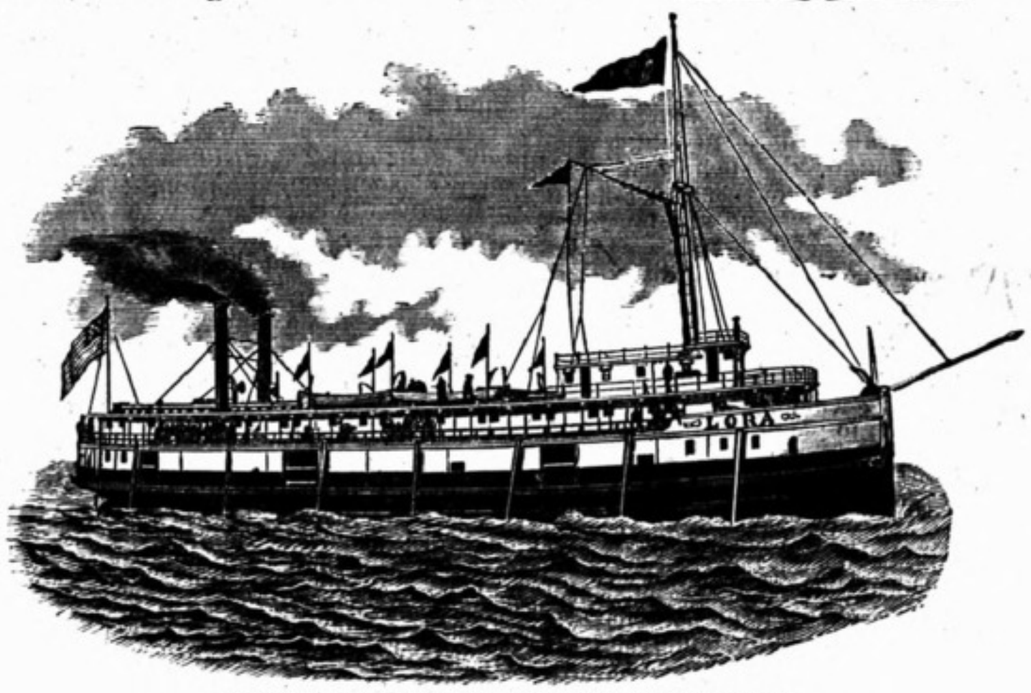
Hanna, Lay & Co's well appointed boats ply on the route between Chicago, Traverse City and Mackinaw.

The pleasure travel on the shorter lines, more distinctively run for passenger traffic, includes Grummond's Mackinaw Line. The Atlantic, Captain D. Nickerson, leaves Cleveland every Friday evening at 8 o'clock. During the warm weather and pleasure season the steamer Atlantic will extend the regular trip on to Petoskey, Harbor springs and Charlevoix from the Cleveland Forwarding Co.'s office and dock, foot of Superior street and which on each day, we are pleased to note, is well patronized. The other passenger boats making their stops at this dock are the Merchant's line boats, plying between Chicago and Montreal, the propeller Nashua, which runs to the Thousand Islands, the Oconto of the Saginaw Transportation Co., plying between Cleveland and Saginaw, and which leaves here every Tuesday, and others mentioned in the following lines, the business of which has been in like degree large. The Detroit & Cleveland steamers carry a great number of passengers, and the same trip may be made in the day time by those who prefer a wide awake and interesting day, and the privilege of loitering a few hours at Put-in-Bay, on the steamers Pearl and Alaska. The former runs from Cleveland in the morning to Put-in-Bay returning in the evening, the latter a like trip from Detroit to the Islands where both connect and exchange passengers Steamers also run to the Islands from other cities, and one can easily make the trip by lake to Sandusky, Toledo, etc. No finer short trip can be afforded than that made by the steamer Pearl, and it is encouraging to note that she goes well loaded, every day. The yacht Cyclone also comes in for her share of the short trip business. The steamer Keweenaw, running between Cleveland and Buffalo, is doing an excellent passenger business in a trade that several years ago was specially confined to one line of large sidewheelers, but which is divided now among the most commodious propellers. From present indications the public is awakening to the excellent effects of a trip, long or short, on the lakes, and the pleasure business is almost sure to grow.

Messrs. Graham, Morton & Co. organized the line between Benton Harbor, St. Joseph and Chicago in 1875, running at that time the propeller Messenger, their own boat. In the year 1879 the Graham & Morton Transportation Company was formed, Mr. H. W. Williams, owner of the propeller Skylark, becoming one of the firm. The Skylark in connection with the Messenger, then made daily trips to and from St. Joseph until the year 1882, when the Lora, the subject of our illustration, came out and took the place of the Skylark and one year later the St. Joseph replaced the Messenger.

John A. Dix, also makes round trips every day between St. Joseph and Chicago, leaving O'Conner's dock on the northeast Rush street bridge, Saturday and Sunday excepted, at 10 a. m. returning from St. Joseph at 9:30 p. m. On Saturdays the John A. Dix leaves Chicago at 11:30 p. m., reaching St. Joseph early Sunday morning. The John A. Dix has magnificent machinery and is licensed to carry 600 people. Captain D. M. Cochrane and J. H. Sanderson are the owners.

The Star line, under the management of A. N. Moffat, is also meeting with much favor this season on their routs between Detroit, Toledo and Port Huron, stopping at intermediate ports. This line is composed of the iron steamer Idlewild, Captain McLaughlin and the steamer Evening Star, Captain Wm. McKay. It is the intention of the managers to put a new and elegant boat on this route at an early day.



THE PASSENGER PROPELLER LORA.

The steamer Lora is a magnificent steamer, costing $60,000, and has 616 tonnage. Her machinery is first class; her length, 174 feet, width 31 feet, and depth of hold 11 feet. Her cabin is full length, without any obstructions. Her speed is twelve miles an hour. Passenger berth accommodations, 140. Captain Stines, an experienced and careful navigator, is commander of this elegant steamer and Mr. Shinn is the courteous clerk.

The steamer St. Joseph is under the command of Captain Alex. Elton, a skilled mariner, and cost the sum of $50,000. She has 464 tonnage; length, 166 feet; depth, 11½ feet; width, 28 feet. Her cabin is constructed on the same plan as the Lora. She has sleeping accommodations for 100 passengers, and her dining-room service, like that of the Lora, is first class. Mr. E. D. Cooke is the accommodating clerk of this boat.

These steamers have become great favorites with the traveling public because of their splendid accommodations, seaworthiness, and excellent management. Incidentally it may be well to mention here that these steamers were specially constructed for this line.

These boats leave daily from their very centrally located dock foot of Wabash avenue, 10 o'clock a. m. except Saturdays and Sundays; Saturday boat leaves at 11:30 p. m. giving excursionists all day Sunday to visit the popular Eastman Mineral Springs, fruit orchards etc. at St. Joseph and Benton Harbor. Fare each way including berth 50 cents.

The new and elegant side-wheel steamer

DULUTH.

Special to the Marine Record.

The repairs to the Canadian propeller Kincardine are completed and the Isle Royal will take her place in the boxes to have her hull ironed.

There threatens to be a flour blockade here; in fact there is now. The flour sheds are full containing some 30,000 bbls. There are in the yards 150 cars and 90 cars more on the way, all of which is consigned to the Northwestern Transportation Co.'s line of Sarnia. The local agent of the St. Paul & Duluth railroad claims that the Transportation Co. ought to find tonnage for it

ASHTABULA.

Special to the Marine Record.

The tug Red Cloud has completed her repairs and is in commission again.

Captain Samuel McCune, arrived here yesterday to go as master of the schooner C. J. Wells, instead of Captain P. Langdon.

The steambarge C. H. Green, while entering port ore laden, swung to far too the west side of the channel and got aground in trying to work herself off. She broke her air pump a protion of which had to be sent to Detroit for repairs. She was released by the harbor tugs and towed to her dock.

A sailor was drugged and robbed of $30 and a gold watch, in a Budge street saloon Saturday night. No clue.

ERIE.

The Georger, laden with coal for Marquette and which was aground at the hard coal dock on account of low water, was favored with a rise, and with the aid of the Kellogg got off Tuesday morning for her destination.

AROUND THE LAKES.

CLEVELAND.

The steamyacht Tempest took on her fifth new wheel for the season at Globe drydock.

The new iron steamer William Chisholm measures 1581.08 gross and 1246.40 net tonnage.

The bill of $3,061, for which the schooner Geo. Sherman was libeled by Cleveland parties, has been settled.

Messrs. James A. Dumont Van Valkenburg arrived in this city last week on the propeller China on the way to the upper lakes.

Jacob Thompson, a deck hand on the steamer Corona, was drowned on the 18th while attempting to go aboard his vessel at Sturgeon Bay.

The tug O. J. True, Captain Benjamin Tiffany, was examined and passed by Inspector Stanard and Fitzpatrick on Monday. She has been at work at the harbor at Bay City and will go on a contract to Sandusky.

Coal rates are dull at 60@70, cents from Cleveland and Ashtabula to Milwaukee and ore at $1.00@70 cents from Marquette and Escanaba to Ohio ports. Wheat from Chicago to Buffalo is quoted at 2c and corn at 1¾c.

The tug Pacific, recently exploded, was built at Buffalo by the Union Drydock Co. in 1875. There was a propeller Pacific, 766 tons, built in Cleveland by Peck & Masters in 1864, which is now owned by A. Cheesebrough et al. of Detroit.

The tug A. W. Wright of Saginaw, advertised for sale in the MARINE RECORD, has been purchased by W. R. Burt, formerly a Saginaw lumber dealer, but who now owns an extensive lumber yard at Buffalo. The Wright will be used in his business at Grand Marais.

Local inspectors will hereafter refuse to issue original or renew old licenses to any officer of a steam vessel, except upon evidence satisfactory to themselves, that the persons applying for such licenses are citizens of the United States, either by birth or naturalization.

CHICAGO.

Special to the Marine Record.

The schooner Lincoln Dall, arrived here Saturday last for the first time since her rebuild at Wolf & Davidson's, Milwaukee.

A very large quantity of coal continues to arrive from lower lake ports, and makes things very lively at all of the coal docks.

There has been a good number of arrivals on the lumber market this week, and vessel men are under the impression that things will soon look up some.

Miller Brothers have accepted the agency in Chicago for Pearson's improved propeller wheel. H. C. Pearson, of Ferrysburg, Mich., is the patentee, and Wilson & Hendrie, of Montague, Mich., are the manufacturers. It is claimed that it is the best propelling and backing wheel ever known.

At the Chicago Drydock Company's dock the schooner Harriet Ross had a leak stopped, the steambarge D. M. Wilson had her sternbearing fixed, the barge City of Grand Rapids had her bottom calked, the tug Rebel got a new wheel, the schooner Minnie Mueller got new fore and main gaffs.

Under direction of the engineer in charge of the government work at Chicago, another 100-foot crib was sunk in place on the 22d,

[Continued on 5th page.]

REGULATIONS UNDER THE SHIPPING ACT.

TREASURY DEPARTMENT,)
WASHINGTON, D. C., June 27, 1884.)

To Collectors of Customs and Shipping Commissioners:

For the information of collectors of customs and shipping commissioners, the following act, approved June 26, 1884, is published for their guidance in the matters coming within their supervision and control:

An act to remove certain burdens on the American merchant marine, and encourage the American foreign carrying trade, and for other purposes.

ALIEN OFFICERS OF VESSELS OF UNITED STATES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the last clause of section forty-one hundred and thirty-one of the Revised Statutes be amended so as to read as follows:

"All the officers of vessels of the United States shall be citizens of the United States, except that in cases where, on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the first return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer."

DISCHARGE OF SEAMEN BY CONSULAR OFFICER.

Sec. 2. That section forty-five hundred and eighty of the Revised Statutes be amended so as to read as follows:

"Sec. 4,580. Upon the application of the master of any vessel to a consular officer to discharge a seaman, or upon the application of any seaman for his own discharge, if it appears to such officer that said seaman has completed his shipping agreement, or is entitled to his discharge under any act of Congress or according to the general principles or usages of maritime law as recognized in the United States, such officer shall discharge said seaman, and require from the master of said vessel, before such discharge shall be made, payment of the wages which may then be due said seaman; but no payment of extra wages shall be required by any consular officer upon such discharge of any seaman except as provided in this act."

EXTRA WAGES ON DISCHARGE IN FOREIGN PORT.

Sec. 3. That section forty-five hundred and eighty-three of the Revised Statutes be amended so as to read as follows:

"Sec. 4,583. Whenever on the discharge of a seaman in a foreign country, on his complaint that the voyage is continued contrary to agreement, the consular officer shall be satisfied that such voyage has been designedly and unnecessarily prolonged in violation of the articles of shipment, or whenever a seaman is discharged by a consular officer in consequence of any hurt or injury received in the service of the vessel, such consular officer shall require the payment by the master of one month's wages for such seaman over and above the wages due at the time of discharge."

SURVEY OF VESSEL IN FOREIGN PORT—REPORT OF INSPECTORS.

Sec. 4. That section forty-five hundred and sixty-one of the Revised Statutes be amended so as to read as follows:

"Sec. 4,561. The inspectors in their report shall also state whether, in their opinion, the vessel was sent to sea unsuitably provided in any important or essential particular, by neglect or design, or through mistake or accident; and in case it was by neglect or design, and the consular officer approves of such finding, he shall discharge such of the crew as request it, and shall require the payment by the master of one month's wages for each seaman over and above the wages then due. But if, in the opinion of the inspectors, the defects or deficiencies found to exist have been the result of mistake or accident, and could not, in the exercise of ordinary care, have been known and provided against before the sailing of the vessel, and the master shall, in a reasonable time, remove or remedy the causes of complaint, then the crew shall remain and discharge their duty."

DISCHARGE OF CREW IN FOREIGN PORT—EXTRA WAGES.

Sec. 5. That section forty-five hundred and eighty-two of the Revised Statutes be amended so as to read as follows:

"Sec. 4,582. Whenever a vessel of the United States is sold in a foreign country, and her company discharged, it shall be the duty of the master to produce to the consular officer the certified list of his ship's company, and also the shipping articles, and to pay to the said consular officer for every seaman so discharged one month's wages over and above the wages which may then be due to such seaman; but in case the master of the vessel so sold shall, with the assent of said seaman, provide him with adequate employment on board some other vessel bound to the port at which he was originally shipped, or to such other port as may be agreed upon by him, then no payment of extra wages shall be required."

DESERTERS—ACTION OF CONSULAR OFFICERS.

Sec. 6. That section forty-six hundred of the Revised Statutes be amended so as to read as follows:

"Sec. 4,600. It shall be the duty of consular officers to reclaim deserters and discountenance insubordination by every means within their power, and where the local authorities can be usefully employed for that purpose, to lend their aid and use their exertions to that end in the most effectual manner. In all cases where deserters are apprehended the consular officer shall inquire into the facts; and if he is satisfied that the desertion was caused by unusual or cruel treatment, he shall discharge the seaman, and require the master of the vessel from which such seaman is discharged to pay one month's wages over and above the wages then due; and the officer discharging such seaman shall enter upon the crew-list and shipping articles the cause of discharge, and the particulars in which the cruelty or unusual treatment consisted, and the facts as to his discharge or re-engagement, as the case may be, and subscribe his name thereto officially."

EXTRA WAGES—FAILURE OF CONSULAR OFFICER TO COLLECT.

Sec. 7. That section forty-five hundred and eighty-one of the Revised Statutes be amended so as to read as follows:

"Sec. 4,581. If any consular officer, when discharging any seaman, shall neglect to require the payment of and collect the arrears of wages and extra wages required to be paid in the case of the discharge of any seaman, he shall be accountable to the United States to the full amount thereof. If any seaman, after his discharge, shall have incurred any expense for board or other necessaries at the place of his discharge, before shipping again, or for transportation to the United States, such expense shall be paid out of the arrears of wages and extra wages received by the consular officer, which shall be retained for that purpose and the balance only paid over to such seaman,"

REPEAL OF SECTION 4,584, REVISED STATUTES

Sec. 8. That section forty-five hundred and eighty-four of the Revised Statutes be hereby repealed.

TRANSPORTATION OF DESTITUTE AMERICAN SEAMEN FROM FOREIGN PORTS.

Sec. 9. That section forty-five hundred and seventy-eight of the Revised Statutes be amended so as to read as follows:

"Sec. 4,578. All masters of vessels of the United States, and bound to some port of the same, are required to take such destitute seamen on board their vessels, at the request of consular officers, and to transport them to the port in the United States to which such vessel may be bound, on such terms, not exceeding ten dollars for each person for voyages of not more than thirty days, and not exceeding twenty dollars for each person for longer voyages, as may be agreed between the master and the consular officer; and said consular officer shall issue certificates for such transportation, which certificates shall be assignable for collection. If any such destitute seaman is so disabled or ill as to be unable to perform duty, the consular officer shall so certify in the certificate of transportation, and such additional compensation shall be paid as the First Comptroller of the Treasury shall deem proper. Every such master who refuses to receive and transport such seamen on the request or order of such consular officer shall be liable to the United States in a penalty of one hundred dollars for each seaman so refused. The certificate of any such consular officer, given under his hand and official seal, shall be presumptive evidence of such refusal in any court of law having jurisdiction for the recovery of the penalty. No master of any vessel shall, however, be obliged to take a greater number than one man to every one hundred tons burden of the vessel on any one voyage."

ADVANCE WAGES NOT TO BE PAID TO SEAMEN—ASSIGNMENT OF PAY TO WIFE OR MOTHER.

Sec. 10. That it shall be, and is hereby, made unlawful in any case to pay any seaman wages before leaving the port at which such seaman may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any other person, or to pay any person, other than an officer authorized by act of Congress to collect fees for such service, any remuneration for the shipment of seamen. Any person paying such advance wages or such remuneration shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine not less than four times the amount of the wages so advanced or remuneration so paid, and may be also imprisoned for a period not exceeding six months, at the discretion of the court. The payment of such advance wages or remuneration shall in no case, except as herein provided, absolve the vessel, or the master or owner thereof, from full payment of wages after the same shall have been actually earned, and shall be no defense to a libel, suit, or action for the recovery of such wages: *Provided*, That this section shall not apply to whaling vessels: *And provided further*, That it shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages which he may earn to his wife, mother, or other relative, but to no other person or corporation. And any person who shall falsely claim such relationship to any seaman in order to obtain wages so allotted shall, for every such offense, be punishable by a fine of not exceeding five hundred dollars, or imprisonment not exceeding six months, at the discretion of the court. This section shall apply as well to foreign vessels as to vessels of the United States; and any foreign vessel, the master, owner, consignee, or agent of which has violated this section, or induced or connived at its violation, shall be refused a clearance from any port of the United States.

VESSELS OF UNITED STATES MUST HAVE SLOP-CHEST, &C.

Sec. 11. That every vessel mentioned in section forty-five hundred and sixty-nine of the Revised Statutes shall also be provided with a slop-chest, which shall contain a complement of clothing for the intended voyage for each seaman employed, including boots or shoes, hats or caps, under clothing and outer clothing, oiled clothing, and everything necessary for the wear of a seaman; also a full supply of tobacco and blankets. Any of the contents of the slop-chest shall be sold, from time to time, to any or every seaman applying therefor, for his own use at a profit not exceeding ten per centum of the reasonable wholesale value of the same at the port at which the voyage commenced. And if any such vessel is not provided, before sailing, as herein required, the owner shall be liable to a penalty of not more than five hundred dollars. The provisions of this section shall not apply to vessels plying between the United States and the Dominion of Canada, Newfoundland, the Bermuda Islands, the Bahama Islands, the West Indies, Mexico and Central America.

ABOLITION OF CONSULAR FEES FOR SERVICES TO VESSELS AND SEAMEN—COMPENSATION OF CONSULAR OFFICERS.

Sec. 12. That on and after July first, eighteen hundred and eighty-four, no fees named in the tariff of consular fees prescribed by the order of the President shall be charged or collected by consular officers for official services to American vessels and seamen. Consular officers shall furnish the master of every such vessel with an itemized statement of such services performed on account of said vessel, with the fee so prescribed for each service, and make a detailed report to the Secretary of the Treasury of such services and fees, under such regulations as the Secretary of State may prescribe; and the Secretary of the Treasury shall allow consular officers who are paid in whole or in part by fees such compensation for said services as they would have received prior to the passage of the act: *Provided*, That such services, in the opinion of the Secretary of the Treasury, have been necessarily rendered; and a sum sufficient for the payment of such compensation, when thus adjusted by the Secretary of the Treasury, is hereby appropriated out of any money in the Treasury not otherwise appropriated.

CERTIFICATES OF SERVICES BY CONSULAR OFFICERS.

Sec. 13. That section forty-two hundred and thirteen of the Revised Statutes be amended so as to read as follows:

"Sec. 4,213. It shall be the duty of all masters of vessels for whom any official services shall be performed by any consular officer without the payment of a fee, to require a written statement of such services from such consular officer, and, after certifying as to whether such statement is correct, to furnish it to the collector of the district in which such vessels shall first arrive on their return to the United States; and if any such master of a vessel shall fail to furnish such statement he shall be liable to a fine of not exceeding fifty dollars, unless such master shall state under oath that no such statement was furnished him by said consular officer. And it shall be the duty of every collector to forward to the Secretary of the Treasury all such statements as shall have been furnished to him, and also a statement of all certified invoices which shall have come to his office, giving the dates of the certificates, and the names of the persons for whom and of the consular officer by whom the same were certified."

TONNAGE TAX.

Sec. 14. That in lieu of the tax on tonnage of thirty cents per ton per annum heretofore imposed by law, a duty of three cents per ton, not to exceed in the aggregate fifteen cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the Sandwich Islands, or Newfoundland; and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry of all vessels which shall be entered in the United States from any other foreign ports: *Provided*, That the President of the United States shall suspend the collection of so much of the duty herein imposed, on vessels entered from any port in the Dominion of Canada, Newfoundland, the Bahama Islands, the Bermuda Islands, the West India Islands, Mexico and Central America down to and including Aspinwall and Panama, as may be in excess of the tonnage and light-house dues, or other equivalent tax or taxes imposed on American vessels by the Government of the foreign country in which such port is situated and shall upon the passage of this act, and from time to time thereafter as often as it may become necessary by reason of changes in the laws of the foreign countries above mentioned, indicate by proclamation the ports to which such suspension shall apply, and the rate or rates of tonnage duty, if any, to be collected under such suspension. *And provided further*, That all vessels which shall have paid the tonnage tax imposed by section forty-two hundred and nineteen of the Revised Statutes for the current year, shall not be liable to the tax herein levied until the expiration of the certificate of last payment of the said tax. And sections forty-two hundred and twenty-three and forty-two hundred and twenty-four and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed.

ABOLITION OF MARINE HOSPITAL DUES.

Sec. 15. That section forty-five hundred and eighty-five, forty-five hundred and eighty-six, and forty-five hundred and eighty-seven of the Revised Statutes, and all other acts and parts of acts providing for the assessment and collection of a hospital tax for seamen, are hereby repealed, and the expense of maintaining the marine hospital service shall hereafter be borne by the United States out of the receipts for duties on tonnage provided for by this act; and so much thereof as may be necessary, is hereby appropriated for that purpose.

WITHDRAWAL FREE OF DUTY OF SUPPLIES FOR VESSELS OF THE UNITED STATES.

Sec. 16. All articles of foreign production needed, and actually withdrawn from bonded warehouses, for supplies not including equipment of vessels of the United States engaged in the foreign trade, including the trade between the Atlantic and Pacific ports of the United States, may be so withdrawn free of duty, under such regulations as the Secretary of the Treasury may prescribe.

DRAWBACK ON FOREIGN MATERIALS USED IN BUILDING VESSELS.

Sec. 17. When a vessel is built in the United States for foreign account, wholly or partly of foreign materials on which import duties have been paid, there shall be allowed on such vessel, when exported, a drawback equal in amount to the duty paid on such materials, to be ascertained under such regulations as may be prescribed by the Secretary of the Treasury. Ten per centum of the amount of such drawback so allowed shall, however, be retained for the use of the United States by the collector paying the same.

LIABILITY OF SHIP OWNERS.

Sec. 18. That the individual liability of a ship owner, shall be limited to the proportion of any or all debts and liabilities that his individual share of the vessel bears to the whole; and the aggregate liabilities of all the owners of a vessel on account of the same shall not exceed the value of such vessels and freight pending: Provided, That this provision shall not affect the liability of any owner incurred previous to the passage of this act, nor prevent any claimant from joining all the owners in one action; nor shall the same apply to wages due to persons employed by said ship owners.

SHIPMENT OF SEAMEN FOR STATED PERIODS.

Sec. 19 That a master of a vessel in the foreign trade may engage a seaman at any port in the United States, in the manner provided by law, to serve on a voyage to any port, or for the round trip from and to the port of departure, or for a definite time, whatever the destination. The master of a vessel making regular, stated trips between the United States and a foreign country may engage a seaman for one or more round trips, or for a definite time, or on the return of said vessel to the United States may reship such seamen for another voyage in the same vessel, in the manner provided by law, without the payment of additional fees to any officer for such reshipment or re-engagment.

SHIPMENT OF SEAMEN FOR STATED PERIODS AT FOREIGN PORTS.

Sec. 20. That every master of a vessel in the foreign trade may engage any seamen at any port out of the United States, in the manner provided by law, to serve for one or more round trips from and to the port of departure, or for a definite time, whatever the destination; and the master of a vessel clearing from a port of the United States with one or more seamen engaged in a foreign port as herein provided shall not be required to reship in a port of the United States the seamen so engaged, or to give bond, as required by section forty-five hundred and seventy-six of the Revised Statutes, to produce said seamen before boarding officer on the return of said vessel to the United States.

HAIL PORTS OF VESSELS OF UNITED STATES.

Sec. 21. That the word "port," as used in sections forty-one hundred and seventy-eight and forty-three hundred and thirty-four of the Revised Statutes, in reference to painting the name and port of every registered or licensed vessel on the stern of such vessel, shall be construed to mean either the port where the vessel is registered or enrolled, or the place in the same district where the vessel was built or where one or more of the owners reside.

ABOLITION OF CAPITA TAX ON IMMIGRANTS FROM CONTIGUOUS FOREIGN TERRITORY.

Sec. 22. That until the provisions of section one, chapter three hundred and seventy-six, of the laws of eighteen hundred and eighty-two, shall be made applicable to passengers coming into the United States by land carriage, said provisions shall not apply

to passengers coming by vessels employed exclusively in the trade between the ports of the United States and the ports of the Dominion of Canada or the ports of Mexico.

REPEAL OF SECTIONS 3976 AND 4203, REVISED STATUTES.

Sec. 23. That sections thirty-nine hundred and seventy-six and forty-two hundred and three of the Revised Statutes of the United States, and all other compulsory laws and parts of laws that oblige American vessels to carry the mails to and from the United States arbitrarily, or that prevent the clearance of vessels until they shall have taken mail matter on board, be and the same are hereby repealed, but such repeal shall not take effect until the first day of April eighteen hundred and eighty-five.

DELIVERY OF MERCHANDISE.

Sec. 24. That section twenty-nine hundred and sixty-six of the Revised Statutes be amended by striking out the words "propelled in whole or in part by steam;" so that said section as amended shall read as follows:

"Sec. 2966. When merchandise shall be imported into any port of the United States from any foreign country in vessels, and it shall appear by the bills of lading that the merchandise so imported is to be delivered immediately after the entry of the vessel, the collector of such port may take possession of such merchandise and deposit the same in bonded warehouses; and when it does not appears by the bills of lading that the merchandise so imported is to be immediately delivered, the collector of the customs may take possession of the same and deposit it in bonded warehouse, at the request of the owner, master, or consignee of the vessel, on three days' notice to such collector after the entry of the vessel."

PAY OF INSPECTORS FOR NIGHT SERVICES ON SAILING VESSELS.

Sec. 25. That section twenty-eight hundred and seventy-two of the Revised Statutes be amended by adding thereto the following:

"When the license to unload between the setting and rising of the sun is granted to a sailing vessel under this section, a fixed, uniform, and reasonable compensation may be allowed to the inspector or inspectors for service between the setting and rising of the sun, under such regulations as the Secretary of the Treasury may prescribe, to be received by the collector from the master, owner, or consignee of the vessel, and to be paid by him to the inspector or inspectors."

REFUND OF FINES, ETC., COVERED INTO TREASURY.

Sec. 26. That whenever any fine, penalty, forfeiture, exaction, or charge arising under the laws relating to vessels or seamen has been paid to any collector of customs or consular officer, and application has been made within one year from such payment for the refunding or remission of the same, the Secretary of the Treasury, if on investigation he finds, that such fine, penalty, forfeiture, exaction, or charge was illegally, improperly, or excessively imposed, shall have the power, either before or after the same has been covered into the Treasury to refund so much of such fine, penalty, forfeiture, exaction, or charge as he may think proper, from any moneys in the Treasury not otherwise appropriated."

APPOINTMENT OF SHIPPING COMMISSIONERS—ACCOUNT OF RECEIPTS—REGULATIONS—COMPENSATION AND EXPENSES OF SHIPPING COMMISSIONERS.

Sec. 27. That section forty-five hundred and one of the Revised Statutes is hereby amended so as to read as follows:

"Sec. 4,501. The Secretary of the Treasury shall appoint a commissioner for each port of entry, which is also a port of ocean navigation, and which, in his judgment, may require the same; such commissioners to be termed a shipping commissioner, and, may, from time to time, remove from office any such commissioner whom he may have reason to believe does not properly perform his duty and shall then provide for the proper performance of his duty until another person is duly appointed in his place: Provided, That shipping commissioners now in office shall continue to perform the duties thereof until others shall be appointed in their places. Shipping commissioners shall monthly render a full, exact, and itemized account of their receipts and expenditures to the Secretary of the Treasury, who shall determine their compensation, and shall from time to time determine the number and compensation of the clerks appointed by such commissioner, with the approval of the Secretary of the Treasury, subject to the limitations now fixed by law. The Secretary of the Treasury shall regulate the mode of conducting business in the shipping offices to be established by the shipping commissioners as hereinafter provided, and shall have full and complete control over the same, subject to the provisions herein contained; and all expenditures by shipping commissioners shall be audited and adjusted in the Treasury Department in the mode and manner provided for expenditures in the collection of customs. All fees of shipping commissioners shall be paid into the Treasury of the United States and shall constitute a fund which shall be used under the direction of the Secretary of the Treasury to pay the compensation of said commissioners and their clerks and such other expenses as he may find necessary to ensure the proper administration of their duties.

FEES FOR INSPECTION OF STEAM VESSELS.

Sec. 28. Before issuing any inspection certificate to any steamer the collector or other chief officer of customs for the port or district shall demand and receive from the owners thereof, as a compensation for the inspection and examinations made for the year, the following sums, in addition to the fees for issuing enrollments and licenses now allowed by law, according to the tonnage of the vessel: For each steam vessel of one hundred tons or under, ten dollars; and for each and every ton in excess of one hundred tons, five cents, in lieu of the fees now provided by law.

UNLOADING AT PLACES NOT PORTS OF ENTRY.

Sec. 29. That section twenty-seven hundred and seventy-six of the Revised Statutes is hereby amended by adding thereto the following:

"Provided, That vessels arriving at a port of entry in the United States, laden with coal, salt, railroad iron, and other like articles in bulk, may proceed to places within that collection district to be specially designated by the Secretary of the Treasury, by general regulations or otherwise, under the superintendence of customs officers, at the expense of the parties interested, for the purpose of unlading cargoes of the character before mentioned."

REPEAL PROVISIONS.

Sec. 30. All laws and parts of laws in conflict with the provisions of this act are hereby repealed; and this act shall take effect and be in force on and after July first, eighteen hundred and eighty-four.

Approved, June 26, 1884.

The first section relieves vessels of the United States from the penal tonnage tax hitherto levied by virtue of section 4,219, Revised Statutes, for the employment of alien officers below the grade of master, provided the vessel be on a foreign voyage or on a voyage between Atlantic and Pacific ports, and such vessel has been deprived of the services of such subordinate officers by promotion or other cause. Before levying the tonnage tax of fifty cents per ton in this class of cases, collectors will report the facts to the department and await its instructions.

Collectors will see that every vessel of the United States departing to or arriving from any foreign port other than one of those enumerated in the last clause of section 11 be inspected, to see that the requirements of that section regarding a slop-chest and its contents have been observed. In case those requirements have not been observed, collectors will report the fact to the shipping commissioner, in order that the owner may be prosecuted for the penalty. If the collector himsely exercises the functions of a shipping commissioner, he will himself take measures to enforce penalty by suit against the owner.

Section 14 abolishes the old rate of tonnage tax on vessels of thirty cents per ton, and imposes the tax at the rates of three and six cents per ton on entry. Vessels arriving in the United States from any foreign port of North America north of the southern terminus of the Isthmus of Darien, or any port in Newfoundland, the West Indian, Bahama, Bermuda or Sandwich Island, will paya duty of three cents per ton on every entry; but the total tax in any one year on entries from the ports specified, is not to exceed fifteen cents. The tax to be collected on vessels making entry on arrival from other foreign ports is six cents per ton on every entry; but the total tax collected at six cents per ton is not to exceed thirty cents per ton in any one year.

Where vessels have paid a tax of thirty cents at the old rate, tax is not to be collected on either of the rates newly imposed until after the expiration of the certificate of the last payment of that tax.

Any vessel making such voyages as to become liable in any one year under both rates—that is, at three cents per ton and six cents per ton—shall not be held liable to an aggregate tax of more than thirty cents per ton for any one year, reckoned from the date of the entry and payment of her first tax at either rate; but the three-cent tax per ton shall not be collected on more than five entries in any one year. The monthly returns of tonnage tax will be made on the usual forms, as heretofore.

For half a ton or more than half a ton of the measurement of a vessel, collection will be made at the full rates of three or six cents per ton; for less that half a ton no collection will be made.

Collectors will take no action under the first proviso of section 14 by way of suspension of collection of tax till they have been informed that such suspension has been authorized by a proclamation of the President.

Section 15 abolishes the marine-hospital tax on seamen, and it will not hereafter be collected; nor will seamen's time-books be required.

Section 19 prohibits the payment of additional fees of any officer when a seaman is re-engaged or reshipped on a vessel making regular and stated trips between the United States and foreign countries. The same section allowes the engagement of a seaman for a vessel in the foreign trade for one or more round trips, or for a definite period, whatever the destination of the vessel.

Section 20 permits the similar engagement of a seamen in a foreign port upon a vessel in the foreign trade, and waives the requirement of reshipment of such seamen on her clearance foreign, and also waives the requirement to return him to the United States.

Section 21 permits the hailing port of a vessel to be either the port where she is documented or the place where she was built, or where one or more of the owners, reside, provided the place be in the district where she is documented.

Collectors will not collect the fifty-cent head-money imposed by the act of August 3, 1882, on account of emigrants from Canada or Mexico brought by any vessel beginning its voyage in a port of the Dominion of Canada or a port of Mexico and terminating it at a port of the United States, such collection being virtually repealed by Section 22.

Section 27 transfers the appointing and supervision of shipping commissioners from the United States circuit court to the Secretary of the Treasury. Such supervision will of course be subject to the express limitations or provisions of the act. Shipping commissioners are required to pay all moneys received by them as fees into the Treasury of the United States. This may be done by depositing such moneys with an Assistant Treasurer or designated depositary in the manner and at the times specified in department circulars, No. 2, of 1876, and No. 56, of 1879, relating to the deposit of public moneys. Certificates of the deposit of such moneys will be promptly sent by mail to the Secretary of the Treasury.

No expenditures made by shipping commissioners will be allowed in their accounts unless previously authorized by this department.

The monthly accounts of receipts and expenditures required to be rendered by such commissioners to the Secretary of the Treasury will be in the form of the "United States in account current with the commissioner," and shall exhibit on the credit side the sums received as fees and on the debit side the amounts deposited, the number and amount of each certificate of deposit being given. When necessary, balances will be carried forward from one account to another.

The provisons of Section 4503, Revised Statutes, empowering officers of the customs to act *ex officio* as shipping commissioner under certain conditions, are recognized as still in force.

Section 29 allows vessels, foreign or domestic, arriving at a port of entry in the United States, and laden with coal, salt, railroad iron, or like articles in bulk, to proceed to any place in the district to unlade after designation of the place by the Secretary of the Treasury When applications are made for the privilege of unlading vessels at other places than the port of entry, collectors will report the case by letter or telegram to the department for instructions. If the application is made by telegram, the expense will be borne by the parties interested in the vessel or cargo. CHAS. J. FOLGER.
Secretary.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°12 05 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 23, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	°6 06 P M	°6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	°12 35 P M
No. 27, Galion & C.L & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5.00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Uhricsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	°4:45 P M
No. 22, Galion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2.20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2.20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m., Baltimore 8:19 a. m.

4:11 p. m. MAHONING AOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel,

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect June 1. 1884, and until further notice:

GOING EAST.

Lv. Chicago	7.50 a. m.		
Arr. Valparaiso	9.45 "		
" Fort Wayne.	1.30 p. m.		
" New Haven..	2.05 "		
" West Leipsic.	3.56 "		
" Arcadia	4.49 "		
" Fostoria	5.00 "		
" Green Springs	5.45 "		
" Bellevue	6.10 "		
Lv. Bellevue	6.20 "	7.55 a. m.	
Ar. Lorain	7.50 "	9.16 "	Accom.
Arr Cleveland	9.02 "	10.22 "	
Lv. Cleveland		10.27 "	3.52 p. m
Arr Painesville		11.33 "	5·05
" Ashtabula		12 25 p. m.	6.03
" Conneaut		12.50 "	6.30 "
" Erie		2.09 "	
" Dunkirk		3.47 "	
" Buffalo		5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Ar. Lorain	6 12 "	7.35 "	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valparaiso		5.42 "	
" Chicago		7.50 "	

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEVIS WILLIAMS,
General Manager. Cleveland, O.

V. D. NICKERSON,
MARINE ARTIST
Rear of Central Tug Office, Main St. Bridge, Cleveland, O.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address, TRUE & Co., Augusta, Maine.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, AUGUST 28, 1884

RIVER AND HARBOR IMPROVEMENTS.

Major L. C. Overman, United States engineer in charge of river and harbor works in the Cleveland district, in his annual report recommends that the channel of the Maumee, at Toledo, be made straight, but for which the sum of $25,000 only is available, and as it is a work which will involve the expenditure of two and one-half million dollars, it was deemed advisable to withhold action until further appropriations could be made. For continuing the old work of deepening and widening the channel at that point $20,000 is available, the contract for which has been let, and the work of removing 165,000 cubic yards will soon begin. Monroe harbor, Port Clinton, Rocky River and Sandusky river did not receive any appropriation, consequently no work will be done at those places. For Sandusky harbor $20,000 has been made available, one-half of which sum will be used in completing existing works, and the balance for the purpose of deepening the channel, a contract for which has been drawn and the work begun; 52,000 cubic yards will be removed. At Huron harbor $1,500 will be expended on repairs to piers, which will begin about September 1st, and Vermillion is left without any new appropriation, but with a small balance at hand to do repair work. Lorain, with an appropriation of $10,000, will begin about the first of September to renew the superstructure and make repairs to her piers, for a which contract has been let. For Cleveland $100,000 has been appropriated, but owing to the new project for the completion of the breakwater, which was detailed in the MARINE RECORD of a former issue, no work will be let until after the arrival of the board of engineers, about the 10th of September, when all interested in the new project will be heard. Fairport is favored with an appropriation of $10,000 which will be used in dredging and the extension of the east pier. Captain Marshall, engineer in charge of the work in Illinois and Wisconsin has secured an appropriation for Milwaukee harbor of refuge of $96,000, and $11,000 additional for replacing the superstructure. Racine has $9,000 for dredging and pier extension, and Kenosha and Waukegon $6,000 and $21,000, respectively, for pier extension and repairs. Fox and Wisconsin rivers will receive general improvements to the extent of $22,693.

Major Benyaud, who has charge of the improvements at Chicago, has been exceedingly fortunate in his demands, having obtained fifty per cent on almost every item, which includes Illinois river improvements, for which there is available $106,135, work on the formation of Chicago harbor $107,104, and an appropriation of $200,000 to provide for an entrance to Calumet river and the port of South Chicago. In addition to the above $50,000 has been appropriated for the purpose of dredging Calumet river.

Major Charles J. Allen, chief of engineers in charge of improvements in Wisconsin, Minnesota and Dakota; Colonel Poe, in charge of improvements in Michigan, and Lieutenant Colonel J. W. Barlow, in charge in Lake Superior harbors east of Superior City, on Green Bay and on the western shore of Lake Michigan, north of Milwaukee, have also made their reports and given estimates of expenditures required for the fiscal year of 1884-5, upon which Congress will be called to act next winter.

The most important work in Major Allen's jurisdiction, though it least concerns lake navigation, is the construction of reservoirs at the head waters of the Mississippi river and its tributaries to collect and hold surplus water instead of permitting it to overflow the river banks, in such a way that it can be released at the proper time for the benefit of river navigation. The amount asked for is $140,000 for construction purposes, and $50,000 for surveys and examination. In Colonel Poe's jurisdiction there are several works of national importance and of peculiar interest to lake navigation. For the improvement of the Sault Ste. Marie it is estimated that the amount necessary to complete the work in hand will be $2,127,200. Of this sum $200,000 was appropriated in 1882 and $125,000 in 1884. Colonel Poe says that with appropriations so small in amount it can readily be seen many years must elapse before the channel can be completed, and inasmuch as the work done can be of value only when the whole is finished, it is respectfully submitted whether it would not be good policy to push the work faster than is possible with the limited means available. Congressmen who desire to do justice to navigation on the great lakes can find here, with very little study, an excellent opportunity to secure considerable influential political capital by promoting this laudable enterprise recommended by Colonel Poe. A glance at the map, if they have no information more minute, will show them the importance which Sault St. Marie holds to navigation, as well as the desirability of a good channel. The amount available at present is $202,220, and the engineer asks for $500,000 for general improvement, while for the Falls canal and river and channel he asks $200,000, and for the purpose of constructing a drydock at the canal $100,000 more. These recommendations are strictly within the bounds of necessity. The present abandoned canal answers the purpose very well of repairing vessels actually in distress, the use of which the Government charges for in such a way that it comes directly in competition with private corporations without lightening the burden on the vessel owner. When the State of Michigan turned the canal system of the Sault Ste. Marie over to the general government there was quite a surplus fund, which, it was recommended, should be used for the benefit of vessel owners, as they had paid the sums, by the construction of a drydock out of the old canal, where vessels actually requiring immediate temporary repairs could run into and receive them free of charge. But the Secretary of the Treasury has authorized the superintendent to charge such vessels as require repairs there $25 for drawing the water off, $8 for the first hour dockage and $4 for every succeeding hour. A work of great importance is the construction of a straight channel in the Detroit river. It has become generally well understood and its merits have already been recognized. Something over $200,000 is available and $27,586 is asked for. Colonel Poe thinks that the obstruction of the Saginaw river channel by waste material thrown into it by the lumber mill employes is so serious that special legislation will be necessary to put a stop to it, and strongly recommends this action.

An important feature in Colonel Barlow's report lies in the great necessity that exists in his district for the extension of piers. Ontonagon, Grand Marais, Cedar River harbor, Menominee harbor, Kewaunee harbor, Two Rivers harbor, Manitowoc harbor, Sheboygan harbor, and the port at Washington, Wis., all need improvement of this nature. That at Grand Marais seems to be the most urgent and extensive, as $200,000 is asked, and Colonel Barlow calls attention particularly to the great risks that vessels and cargoes are annually subjected to, in connection with this harbor. The pier here performs the functions of a breakwater to a greater extent than is generally the case, and its extension is necessary to make a harbor of refuge where vessels can anchor in safety.

VESSEL masters and seamen would avoid much trouble if they would live up to the law which requires masters to have sailors sign shipping articles for each trip or round trip. In the event of this law being followed the sailor can hold the ship for his wages in case he is discharged or compelled to leave the ship by good and valid reasons; and the master can hold the sailor or his wages if he does not perform his part of the agreement. In case the sailor deserts the ship before the expiration of the time for which he has shipped he forfeits his wages.

THE Palgrave, the largest sailing ship in the world, has just been launched from a shipyard of Port Glasgow, Scotland. She is said to be of handsome model, built of iron, with four masts—a full-rigged ship. Her length is 340 feet, breadth, 49 feet, and registered tonnage, 3,173 tons. In a few days we will be able to print a full description of the launch of the largest wooden screw steamer in the world, and the event will occur on the lakes.

BELIEVING that every captain and every man interested in navigation should have a through knowledge of the new shipping bill, passed by Congress at the last session and which went into effect July 1, we have given up a great part of the MARINE RECORD this week to its publication entire. In doing this every one will be enabled to analyze it for himself and form intelligent conclusions regarding its provisions.

THE United States steamship Tallapoosa, which run into and was sunk by the schooner James S. Lowell, was a dispatch vessel, and was propelled by paddle. She measured 650 tons with a displacement of 1270. She carried two battery howitzers and was manned by 140 men.

As three officers of the Tallapoosa on watch at the time of the collision dispute whether they saw a green light or a red, it is time for the coler blind inspectors to go aboard the ships of the navy, of which we are stiffly proud.

LAUNCH OF THE AVERY.

Special Correspondence Marine Record.

WEST BAY CITY, August 27.

The steamship for Messrs. Henry Hawgood and Waldo Avery, and launched at Messrs. Wheeler & Crane's yard, West Bay City, on Tuesday at 3:45, was witnessed by 3,000 people. Frank Wheeler, master builder. She is described in the following lines:

Length over all, 260 feet; length of keel, 245 feet, breadth of beam, 38 feet; depth of hold, 22 feet; lower hold, 10 feet, upper hold 8 feet, the discrepancy is in the raised floor. Frames are moulded 17 inches on the bottom, on the bilge 14 inches, on the topsides 7 inches, of 6 inch flitch, double, with extra floor timber between every frame. Her main keelson is 14x14, and two sister keelsons 14x14 and two rider keelsons, which make a nest of five keelsons for a strong back. She has five floor keelsons on each side, the bottom tier of each is 8x14 and the top tier 6x14, on edge, all bolted with 1⅛-inch iron, three bolts to each frame. All of her ceiling and bilge keelsons are edge-bolted between every frame. Her outside planking on the bottom and topsides is five inches thick, and on the bilges it is six inches thick. Her main deck beams are 9x10 placed thirty inches centres. Her upper deck beams are 8x9, placed thirty inches centres. Her main deck shelf piece consists of three streaks, two 12x4 inches and one 12x6, making it thirty six inches wide, and her upper deck shelf piece is constructed in the same manner. She has a hanging knee under every beam with seven bolts in each knee. She has an iron arch inside seven-eighths of an inch thick by ten inches wide, taking the hold well forward and aft, fastened with four bolts to each frame. She has one iron cord on the outside, running all around the boat. This cord is ⅞ x10 inches wide, fastened with four bolts to each frame, with diagonal strapping running at right angles five feet apart, from the cord down, and well under her bottom, and all well fastened to every frame crossed. She has the Providence capstan windlass with a device to work the same with leaders from the pony engine. She has a fore-and-aft compound engine, built by S. S. Hodge, of Detroit; bore of low pressure, 50 inches; bore of high pressure, 30 inches; stroke, 40 inches; steam reversing gear with rolling valves; shaft, 11 inches in diameter; wheel, 12 feet diameter and 13½ feet pitch, Hodge's wheel. The two boilers are of Scotch pattern, and the shell is 10½ feet diameter and 11½ feet long, of five-eighths steel plate, tensile strength 65,000 to the square inch, capable of carrying 110 pounds of steam to the square inch. The boilers rest on iron beams and are enclosed in an iron boiler house with hot air jackets. She has a low rail with no gangways cut in to weaken it, and six hatches fitted for iron ore shutes, with two hatches for coaling. Her cabins forward are fitted up in an elegant manner for the accommodation of the captain, mates, wheelman, watchman, and lookout, and an oil room cased in iron. There is a new feature of this part of the cabin and that is a passage way around the outside of the cabin. The after cabin is splendidly fitted up in black walnut and lighter colored woods, and puts one in mind of the old-time steamboat cabins, they are so nice. It is evident in the construction of the whole boat that there has been no expense spared to make her an A1 in every respect. Her actual cost will reach $100,000, and carrying capacity 2,000 tons. She will carry three masts. The following officers have been appointed to the Avery: Captain, Henry Ellis; first mate, Chester Woodruff; second mate, William Turkow; chief engineer, Charles Kenney; second engineer, Andrew Wales; steward, Wilson Jordon. G.

LAUNCH OF THE ALBANY.

Special Correspondence of the Marine Record.

DETROIT, August 26.

One of the two steamships which has been in process of construction at Wyandotte, twelve miles below Detroit, for sometime past, was launched on Friday last in the presence of a large number of spectators. A short time before the event the steamer Excelsior took on board quite a number of Detroit citizens, who arrived there at about the hour of launching, 3 p. m. She glided beautifully from the ways and presented a graceful appearance in her native element. She was christened the Albany. The designers of the noble craft are the Kirby Bros., whose fame in naval architecture has become widespread, and it is unnecessary for me to add that in point of shape, model and lines she will bear the minutest inspection from the best of experts. The hull of the Albany is built of mild steel, which has become a prominent feature in shipbuilding. Her keel is 266 feet long, or 282 feet over all; beam, 39 feet; depth, 17 feet 6 inches. The space between the promenade and main deck is 9 feet. The plating is from one-half to three-fourths of an inch in thickness. She has six water-tight bulkheads and will have a carrying capacity of about 2,250 tons, and a probable net register of 1,900 tons. Her machinery was manufactured at the Detroit Drydock Engine Works, and is what is known as a fore-and-aft compound. The cylinders are 28 and 48 by 43 inches, having steam jackets like those of ocean steamers; steam reversing gear, etc., etc. The main shaft is 11½ inches in diameter, and capable of turning a wheel 12 feet 6 inches in diameter with 16 feet pitch. The steamer will receive her fit out from the well-known shipchandlery establishment of J. P. Donaldson & Co., who will provide her with all the modern improvements, including a Providence American Ship windlass. She has two boilers, each 9 feet shell by 16 feet in length, capable of working at a pressure of 110 pounds to the square inch. Her rig will be three masts and two raking smokestacks, and she is calculated to show a speed of twelve miles per hour. The upper works will be of the latest designs and the actual cost of the ship, when completed, $200,000. The other steamer, to be called the Syracuse, will be launched about the middle of September, and will be in nearly every respect a counterpart of the Albany. J. W. H.

The scow Eugenie Vesta capsized off Chicago last Saturday, and one of her crew, named John Scanlan, was drowned.

[*Chicago—Continued from 1st Page.*]

on the new exterior breakwater off Chicago. The lake end of the breakwater now extends to the line of the city water-works crib and the north harbor pier, and vessel masters must keep a sharp lookout. The last crib is right in the track of vessels steering a course for Grand Haven or Muskegon, and masters must hereafter go to the eastward.

J. S. Dunham took out a party of some sixty guests on his new tug T. T. Morford, Tuesday afternoon. The weather was fine and everyone enjoyed their first trip on this very fine tug. Her machinery worked splendidly, and she made excellent speed.

The new propeller Rhoda Emily, Captain Brion, recently built at Trenton, Mich., for Ira H. Owen and others, made her first appearance at this port last week. She was laden with 830 tons of iron ore from L'Anse. She is a well constructed boat, 180 feet long over all, 32 feet beam, 12½ feet depth of hold. She has a condensing engine 36-inch stroke and 32 inch bore, and her boiler is 9x14. Her average speed is ten miles per hour. She loaded on Saturday with 40,000 bushels of oats for Collingwood.

The tug J. H. Hackley was discovered on fire about 11 o'clock Sunday night, when lying near Richardson's coal dock. The engineer, fireman and deckhand had retired to rest and were awakened by the smell of smoke. They immediately gave an alarm. A large number of tugs which were lying near set up terrific noises with their whistles, and a fire engine soon arrived and succeeded in putting out the fire. The tug is badly burned. She is insured for $1,000, which sum will cover the amount of damage done.

The new Canadian propeller Sir S. L. Tilley, Captain A. McMaugh, arrived at this port for the first time on Friday last, with railroad ties and cedar posts from St. Michael's Bay, Manitoulin Island. She was built at St. Catherines by Shickluna, and is owned by Sylvester Neelon. All her frames are of iron and she is planked with wood. She is 187 feet in length over all, 36 feet beam and 15 feet depth of hold. She has a compound engine 28x40 and 52x40, and two boilers 9½ feet shell and 11 feet 2 inches long. Her outfit is very complete and a Providence capstan and windlass tends to make it more so.

At Miller Brothers' drydock the Anchor Line steamship Delaware was in for repairs to her shoe and to have her wheel tightened, the tug Brockway had her stern bearing fixed, the schooner Lumberman had a leak stopped, the schooner A. Mosher had her bottom calked, the tug Chicago got her rudder fixed, the propeller Buckeye got a new stern and some calking, the tug Robert Triant was calked, the schooner C. E. Wyman had her butts calked, the schooner Emeline got some new plank and calking, the steambarge Monitor got her wheel fastened, the schooner Morning Star got some new plank and calking, the schooner Carrier received a new mainmast, and the schooner Chester B. Jones got a new horn. T. W.

BUFFALO.

Special to the Marine Record.

Coal rates remain quiet 65@70c Buffalo to Milwaukee and Chicago respectively.

Captain Michael Donahy, last year master of the Thomas P. Sheldon, and this season mate of the Fred Mercur, has been appointed as master of the steamer R. A. Packer, vice Captain Louis Bogart deceased.

It is reported that Captain Wm. Bradford, who last season sailed the Lehigh steamer H. E. Packer, but who was unable to take his command this spring on account of injuires received by an accident in the fall, has accepted the position as dock agent for Bell, Lewis & Yates' fuel yard.

The sudden death Monday evening of Captain Louis Bogart, of the steamer R. A. Packer, caused universal surprise and sorrow in marine circles. Many vessels in port displayed flags at half mast.

CHEBOYGAN.

The schooner Avery, bound down with corn, sprung a bad leak on Lake Michigan yesterday, and the crew had to exert every effort to keep her afloat. Her cargo is badly damaged, as there was two feet of water in her hold when she reached here. She will have to tow down.

The tug Bennett ran ashore Monday, but was released by the tug Pendell without any damage.

DETROIT.

Special to the Marine Record

August 26.—Supervising Inspector General J. A. Dumont, from Washington, was in the city on Friday, taking a look around, and left in the evening for Chicago and other western ports.

Within the past week there has been a marked improvement in the arrival of products which usually reach here. Coal is being received in considerable quantities; the wood trade is brightening up, but unfortunately with no reduction in prices; lumber and iron ore are also daily landed, more so at any other time during the present season.

The schooner George Sherman, which was libeled here a few days since, paid up on Saturday, amounting to $3,061, and has taken her departure.

A colored lady has received an appointment in the custom house at this port and is located at the branch, foot of Campan avenue, the Walkerville ferry landing.

The steamship Alberta on Saturday last took her departure for her route. To demonstrate that she does not steer wildly, as has been represented, just after her repairs were completed several experts were invited to take a ride on the river and witness her movements. She worked charmingly and turned as readily as any medium sized craft. The report that Captain Anderson intended to retire from command was entirely without foundation.

The tug W. A. Moore, which was en route through the rivers with a large raft, was compelled to leave it temporarily at the head of Belle Isle to go to Lorain, Ohio, for a supply of fuel.

A very distressing accident took place Saturday night at Mackinac, by the drowning of Ray Carter, a lad of eleven years, and son of David Carter, of this city, and general manager of the Detroit and Cleveland line. His body was soon after recovered and brought down on the steamer City of Cleveland, arriving this morning. To-day the flags of the City of Detroit and the Cleveland are at half mast on account of the sad event.

In a tow which passed down on Saturday afternoon there appeared a long, low, black and rakish looking craft, which was barely visible above water. Not many years since she was the finest of Captain E. B. Ward's fleet of steamers and was known as the Reindeer, which has now disappeared from the memory of all who had ever seen her. All who had ever owned or commanded her have gone hence over the dark river, with one or two exceptions.

During the past forty-eight hours no less than 19,000 tons of coal passed here, which is an unusual quantity during the time given, and correspondingly larger than at any previous time this season.

Up to the present time this season grain has ruled better between Detroit and Buffalo than from Chicago to the same point, but now the latter port has assumed the lead, the figures being from Chicago 2c on wheat, while from Detroit it has dropped to 1¾c. Notwithstanding such ruinous rates, the seamen's union at several points refuse to come down wirh wages proportionately, the result being that on Lake Michigan, as elsewhere, many of the larger vessels are laying up, and possibly have retired for the season.

The revenue steamer Fessenden is off on another lark, and when last heard from had reached the Sault, and not Prentice Bay, as on a former and not remote occasion.

The steamer Pickup, which usually plies on the St. Clair river, arrived here to-day, having been chartered for three weeks to ply between this city and Fort Wayne, in connection with a Bavarian garden located near there.

The steamer Alaska, which plies between this city and Sandusky, while lying at Put in-Bay, Friday, was run into by the steamer Jay Cooke. The former was not injured, however. The Cooke stopped on the centre, which was the cause.

As intimated elsewhere, freights are nominally without change and scarcely worthy of note. The scow Hannah brings salt from New River, Lake Huron, to Toledo at 12c per barrel, and the schooner Snowdrop cedar from Southampton to Detroit at $1.75 on the rail.

During the past week we have been passing through the heated term, which was oppressive in the extreme. The weather, however, has changed for the better with favorable winds for sailing craft, for it must be borne in mind that not a few not only take advantage of a fair wind, but occasionally a loaded vessel may be seen beating down the river thus saving a tow bill. All masters, however, cannot do that, and need a tug under any and all circumstances.

J. W. H.

ESCANABA.

Special to the Marine Record.

The schooner North Cape, Captain Peterson, left Tuesday, with a cargo of lumber for Buffalo.

The tug Delta ran down to St. Martin's Island and towed the tug J. N. Brooks to Manitowoc. The Brooks was disabled by a broken crank and cylinder head.

The Minnie M. went to Chicago last Sunday to make ready, by ironing her bows, for fighting ice, intending to work as late as possible this fall, and to get at it as early as possible next spring.

Samuel Cooley, a young man of sixteen years, employed on board the steambarge Tecumseh, which is loading timber at the mouth of the Escanaba river, fell down a hatch, a distance of fourteen feet, on Monday night. The barge ran down here the next morning and transferred the young man to the care of Dr. Gelzer of the marine hospital, where he died at 3 o'clock that afternoon. No bones were broken, his injuries being internal. He was a Canadian.

Captain Robert Denny has been appointed to command the Lady Washington, running now between Green Bay and Sturgeon Bay.

Total amount of iron ore shipped from port of Escanaba for the season up to and including August 20th, 1,000,660 tons.

Some of the Cleveland nimrods, intending to hunt around Escanaba arrived, by way of Marquette. Captain Bradley need not send an extra vessel to bring the venison to market. Every bullet won't hit. E. G.

FRANKFORT.

Special to the Marine Record.

Captain Kirtland, of the wrecking tug Leviathan, spent a few days here looking over the wreck of the propeller City of Boston, which ran ashore here in a snow storm in 1873. Captain K. thinks the hull will be too expensive a job, but that the engine and boiler can be raised, and gave his figures to the men who claim to own the wreck, what he would raise them for. The Boston's engine came out of the old propeller Jersey State, lost on Long Point in 1856. She had two engines. The propeller Empire got the other one.

Captain "Shanty" Morgan was in town last week, on his way to Mackinaw, where he has fishing interests. All old lake sailors remember "Shanty." Of late years he was keeper of Point au Sauble life saving station.

Lieutenant Rogers, of the life saving service, inspected Point Betsy station on the 19th, and is well satisfied with the neat and orderly manner in which Captain Matthews keeps the station.

The tug Ganges, which has been engaged in fishing here since June, has returned to her home port, St. Joseph. The Ganges flies the Cleveland and Hendricks banner. The propeller Sanford also floats the Cleveland and Hendricks, while the Weston carries the Blaine & Logan on her staff.

The steam fishing craft Boss, Hannah Sullivan, A. McMillan and Sweet Brothers are still fishing out of this port, meeting with fair succees.

The steamer Lou A. Cummings has of late given several excursions to South Manitou Island, which was enjoyed by all who attended.

The first vessel that entered into Betsy Lake, (Frankfort harbor) was the scow Trenton in 1860, to load wood for L. Doby, for Chicago. The old brig Mary had previously called here and loaded cargoes off the beach. C. B.

TOLEDO.

While at work at the launch of a vessel, on Tuesday, under construction at Little Miami, Captain David Trowbridge fell into the hold and barely escaped being killed. Three ribs were fractured and he was otherwise injured. Great difficulty was experienced before the launch was completed.

Captain Rooney was the lowest bidder for the work of dredging in Maumee Bay and deepening the channel below the new range lights.

MILWAUKEE.

The name of the tug Bismark has been changed to Justice Field. she has been for a number of years in the lake Michigan trade but is now employed towing rafts on Lake Huron.

A large fleet of Chicago bound-vessels sought shelter in the bay and harbor during the heavy southwest gale on Sunday but got away in the evening.

Frank O'Neill has been appointed Captain of the life saving station in place of John Evenson.

The tug Jesse Spalding discovered the schooner Constitution, coal laden from Cleveland to Milwaukee, lying off Clay Banks Sunday flying a signal of distress. She was found to be leaking badly and minus her jibboom and head sails. The tug took her in tow for this port.

The schooner Oneida, of this port, went ashore on Rawlins Bay Saturday night, and was released Sunday night.

The schooner Roving Star and scow W. B. Shattuck have been tied up by the marshall at Marinette. The claim against the former amounts to 184,28 and against the latter to$260.72. Both claims are for shipyard work. It is probable that both vessels will be sold.

The schooner Constitution Captain Kerr, disabled at Sturgeon Bay coal laden from Cleveland, arrived on Tuesday in tow of the tug Jesse Spalding. The Constitution sprung a leak during the gale of Sunday night, rolled her jibboom out of her, and lost her head canvass. Her crew worked the pumps all night and the vessel came to off Clay Banks Monday morning, where she was picked up by the Spalding.

The union sailors from Chicago who came here to ship for $1.50 on the schooners Burton and Aldrich were hooted at by the Milwakee sailors. The Milwaukee union has refused to reduce wages from $2, as was done at other ports on account of low freights. Police protection was granted and no one was injured. Captain Powers, of the seamen's union, came here from Chicago to argue with the men, but they refused to reduce the wages from $2 per day.

SAUGATUCK.

This was Saugatuck's gala day. Fully 500 people turned out to see the launch of the new steamer for Messrs. R. C. Brittain, O. Parks, and A. Reid, Jr., at the yard of James Elliott. Everything being in readiness, the Rev. L. W. Calkins led in prayer, and was followed by Judge J. C. Suit, of Frankfort, who made some remarks of a very complimentary character, and deservedly so, to Captain Brittain. The new addition to the Lake Michigan fleet is 118 feet long over all, 23 feet wide of beam, and 8 feet 8 inches deep in the hold. She was constructed of the best of oak, many of her planks being 60 feet long and upward. Her boiler is of steel 6 feet in diameter, 10 feet long, engine 14 by 20, wheel 5 feet, of Sheriff pattern. She has been painted exactly like the steamer A. R. Colborne. She will be commanded by R. C. Brittain, with Thomas Dykes as mate, Gray Morland and S. Shaver, engineers, and W. Pratt, steward. She goes into commission about 8th of September. Miss E. L. Spaulding, of Waukegan, Ill., broke the bottle, and to the gaze of the spectators was unfurled the name of J. C. Suit.

PORT DALHOUSIE.

The schooner Defiance, of St. Catharines, laden with 8,000 bushels of wheat, bound from Jordan to St. Catharines, ran into the piers in trying to make the harbor there this morning and sank behind the east pier on a sand bottom. The cargo is owned by S. Neelon of St. Catharines, and the vessel by Captain R. McLaren, her present master. There was no insurance on vessel or cargo.

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THE NAUTICAL SCHOOL SHIP.

Special Correspondence of the Marine Record.

NEW YORK, August 25.

The nautical school ship St. Mary's has arrived here again after her regular annual summer cruise to the Mediterranean, and will lie in the East river, at the foot of 26th street, during the winter, training boys to be seamen. This ship is a vessel of the navy, and is under the charge of the board of edu tion, and especially encouraged and patron ized by the Chamber of Commerce. She is under the command of Lieutenant Edwin M. Shepard, and her officers are naval men. To be eligible for admission the boys should be at least fifteen years of age and must pass a rigid physical examination to determine their fitness for the hardships of a sailor's life. The consent of parents or guardian must in every case accompany an application made by the youthful candidate, directed to the chairman of the executive committee on nautical schools, of the board of edu tion, 146 Grand street, New York. Boys who are residents of this city, if they can read, write, and repeat the multiplication table, find no difficulty in shipping. After admission they receive the most practical instruction in seamanship, and, beside, a fair ele mentary English education. The discipline is very strict, and they have to go through a great deal of hardship and labor at times, but if they persevere, the course of training will, in their two years experience before the mast, fit them for responsible and lucrative positions abaft the mast in the merchant service, which so badly needs American seamen. And there are at present few better openings for a boy of pluck and energy, who wishes to obtain a place of honor and profit for himself. A very considerable number of the former graduates of the school ship St. Mary's are now acting as mates, both on steamships and sailing vessels, and there is plenty of room for many more. A steady and sober lad, who goes through the course of schooling and training on the St. Mary's finds it easy to obtain employment at sea, and if he is bright he will not have to wait long for promotion. But unless a youth has a strong predilection for sea life, and unless he is pretty well fortified against temptation, and equal to hard work, and full of courage to face danger and endure exposure, he had better stay at home. He must be able and willing to submit to severe discipline, put up with rough fare and to do everything required of a sailor without shirking. Hence, it is unwise and cruel to send there any except a boy who is adapted to the life and the work. Only the sons of residents of New York are admitted to the St. Mary's, it being part of the city public school system, but there are, however, training ships belonging to the navy, which are always ready to take good boys from any part of the United States. G. FOSTER HOWELL.

LITERARY NOTICES.

HARPR'S MAGAZINE for September is a brilliant and varied number, beautifully illustrated. The frontispiece is an engraving by W. B. Closson of "An Ideal Head," from the original painting by the late George Fuller. Elsewhere in the number there is an interesting article on this remarkable painter by F. D. Millet, with a fine full page portrait. George H. Boughton continues his "Artist Strolls in Holland." "A Run Ashore at Queenstown," by W. H. Rideing, finely illustrated, will recall pleasant memories to those who have crossed the Atlantic. Ernest Ingersoll contributes an interesting arcticle—effectively illustrated by A. C. Redwood—on the wheat fields of the Columbia. Miss Mary Gay Humpheys finds Trouville a *blase* pleasure resort, but she invests the subject with unusual interest. From the graphic sketches by Redwood and Reinhart we turn with equal pleasure to the exquisitely beautiful work of Alfred Parsons—illustrating Mr. Sharp's "Transcripts from Nature"—and of Mr. Gibson, in "Nature's Serial story." For the latter, Dielman also contributes one of his best pictures. In the field of history we have the second part of Mr. Treadwell Walden's series on "The Great Hall of William Rufus." Robert Buchanan's article on Charles Reade is a personal sketch. The reservoir system on the Upper Mississippi is the subject of an interesting article by J. G. Pyle, illustrated by diagrams. William Black's novel, "Judith Shakespeare," is continued; and there are good short stories. In poetry the number is unusually rich. The Editor's Easy Chair contains this month some very interesting chats of a purely literary character.

THE SEPTEMBER CENTURY. In its contents the September Century aims to rival the August "Midsummer Holiday number" in entertaining summer reading. Pictorially, it is also of a popular character. In the frontispiece Mrs. Mary Hallock Foote has given a refined interpretation of "Pancha," the heroine of a romantic story of Monterey, which Thomas A. Janvier contributes to the number. The other short story of the number is a humorous dialect story of Southern life, called "The Brief Embarrassment of Mr. Iverson Blount," by Richard Malcolm Johnston. Charles G. Leland's "Legends of the Passamaquoddy" Indians (with illustrations drawn on birch bark by a quadi Indian) has the interest of fiction as well as a value to students of folk-lore. "A New England Winter," is concluded, and "A Problematic Character," is continued. Mr. Cable's novel, "Dr. Sevier," approaches the conclusion, which will be printed in the October number. "From Coventry to Chester on Wheels," the opening illustrated paper recounts the experiences of Mr. Joseph Pennell, the artist, during a trip on a tricycle in England. W. J. Stillman's second paper, descriptive of his yacht journey, "On the Track of Ulysses," is even more attractive than his first paper. Horace D. Warner gives a description of "A Tropical Hurricane" in Costa Rica. Of biographical interest is the paper on the French lexicographer, "Emile Littre." Professor S. P. Langley begins in this number a series of illustrated papers on "The New Astronomy." An essay of importance to political science in this country is Joseph Edgar Chamberlain's analysis of "The Foreign Elements in our Population." The Rev. Newman Smyth contributes a thoughtful paper on the late Dr. Dorner and 'The New Theology.'" In "Topics of the Times" will be found editorials on "The Political Education of the People;" politicians as "Sheep and Goats;" "Art and Gongressmen;" and "The New Astronomy.

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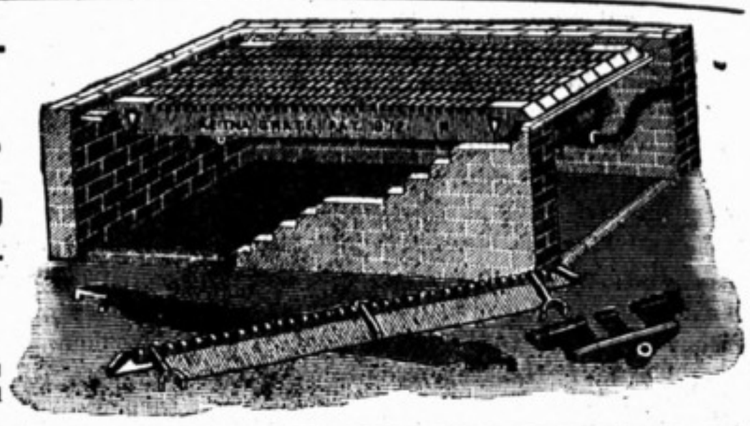

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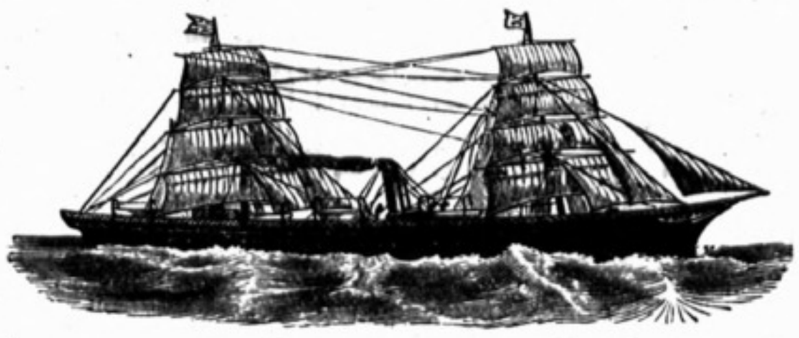

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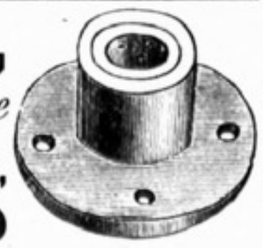

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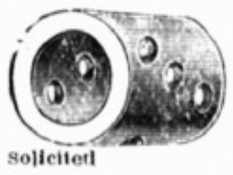

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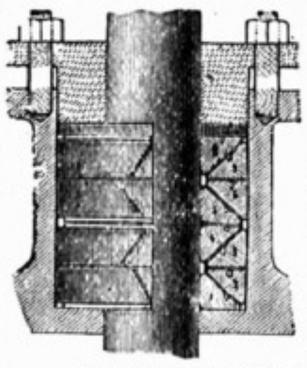

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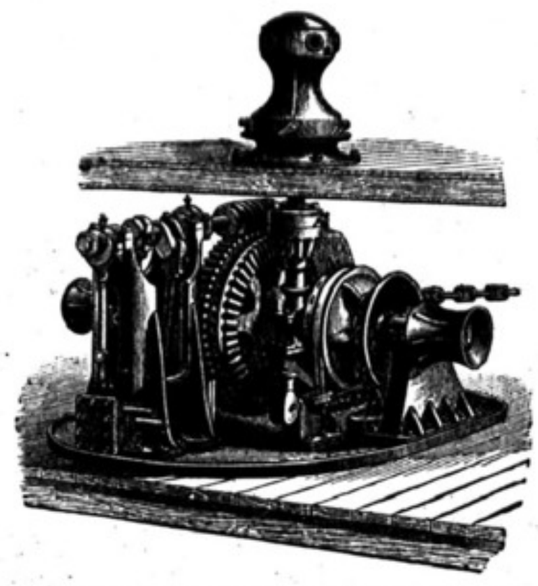
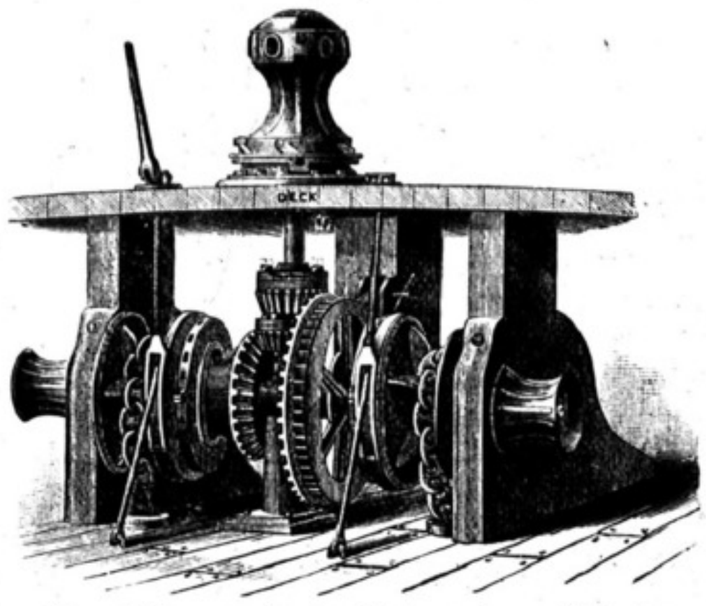


The Providence Patent Steam Capstan Windlass, New Style.



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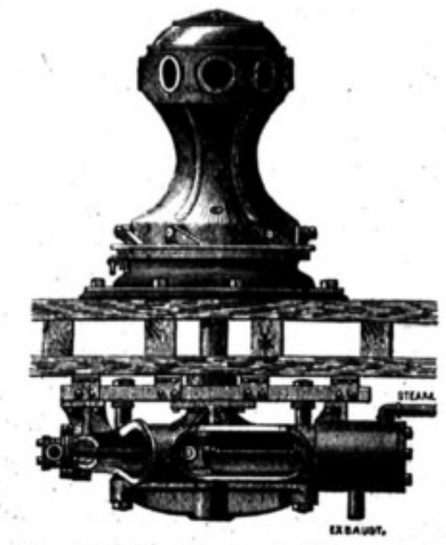

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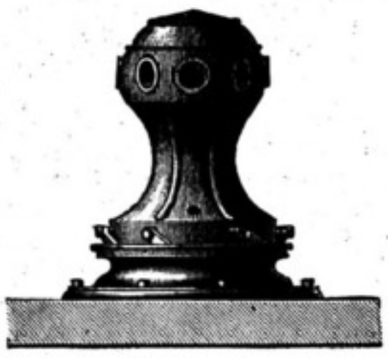

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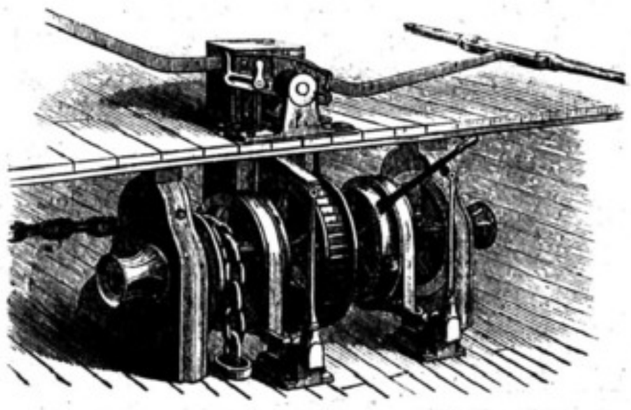

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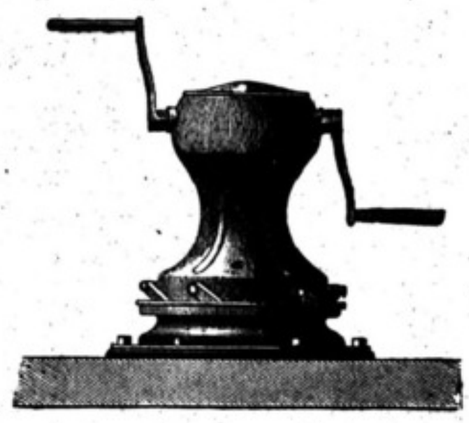

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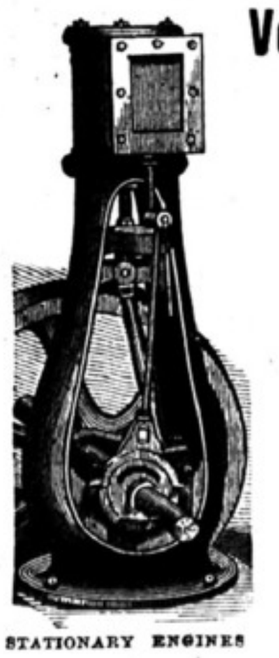

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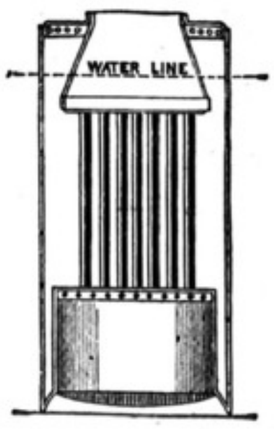

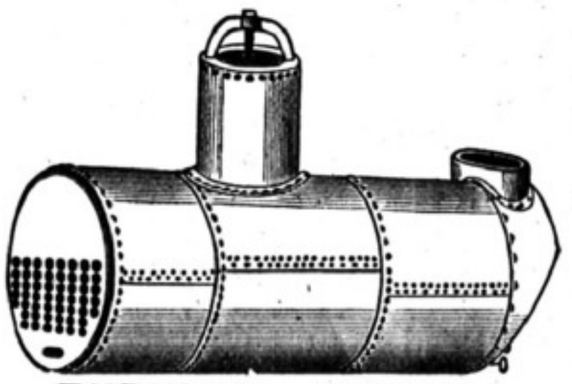

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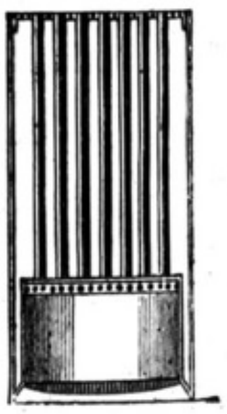

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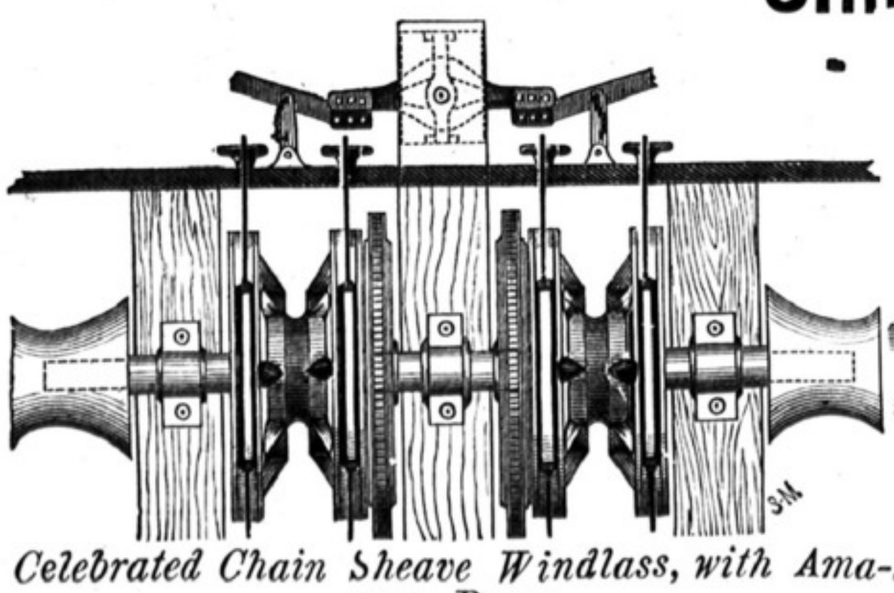

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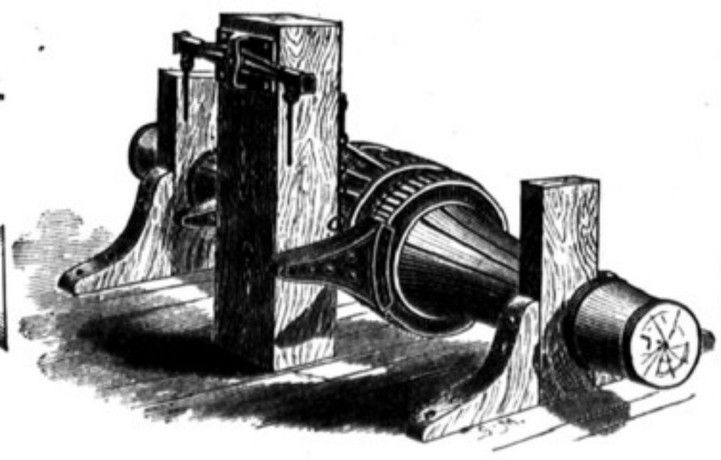
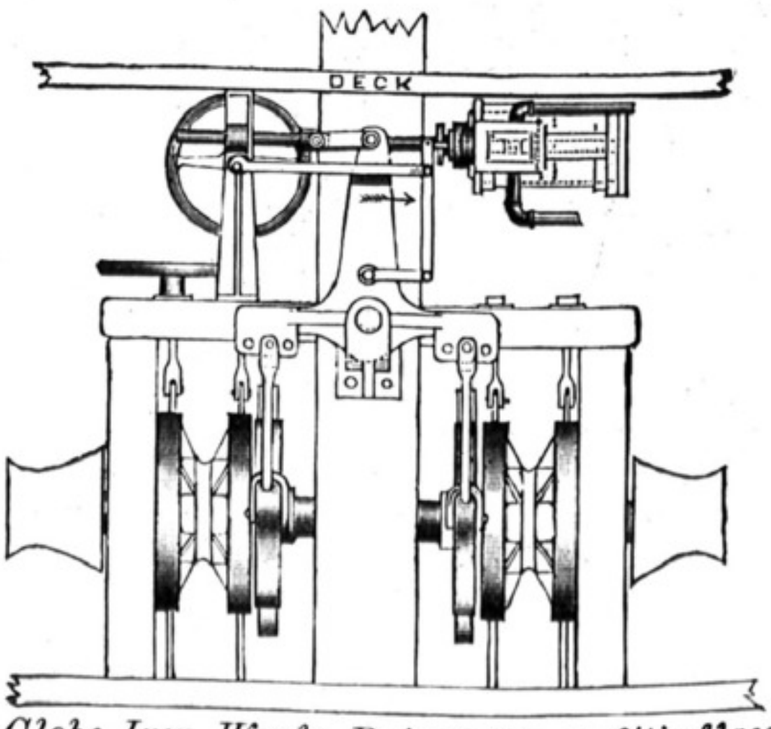


The Common Patent Windlass.



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